

REPORT
OF THE
COMMISSIONERS

APPOINTED BY THE
LEGISLATURE OF NEW YORK,

On the 8th of March, 1814,

For the Internal Improvement of the State.

THE commissioners appointed in and by an act of the legislature of the state of New York, to provide for the internal improvement of the state,

BEG LEAVE TO REPORT—

That in compliance with their official duty, having made the fullest enquiries and investigations in their power, they have appointed an engineer to trace out the course, and estimate the expense of the proposed canal; as, also, to superintend such portion of the whole line as may be approved of by the legislature. He would probably have arrived before the present hour, had impediments to an intercourse with Great Britain been removed.

They sought a proper character in that country, preferably to any other, because from its extensive interior communication by canals, railways, and other expedients, they expect that a more intimate knowledge of useful facts can be obtained there than elsewhere; and because an Englishman speaking the same language, and habituated to the same usages and manners, will more easily acquire information among us, and be less liable to imposition.

On the arrival of the engineer, the commissioners will immediately direct such surveys to be made, as may be necessary, in order to ascertain the exact line of the canal from Lake Erie to the Hudson; and when this work is completed, the estimates of the engineer shall as soon as possible be laid before the legislature, who will then be able to form such a decision as will best promote the prosperity of the state.

The commissioners have, in the mean time, caused further investigations to be made, and would not have suspended the surveys, as they did during the last summer, but for military operations which are not favorable to internal improvements. They have, however, the satisfaction to state, that every examination tends to show, not only the practicability, but the facility of this enterprise; so far as the term facility can reasonably be applied to a work of such magnitude. They add with much pleasure, that it will not be difficult to extend this communication to the fertile vales watered by the Susquehanna and its wide spreading branches. Hence, they presume, that the public spirit which has always characterised Pennsylvania, will, at a proper time, induce her to co-operate. It may, im-

CANAL
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deed, be objected, that, to facilitate the intercourse of a commercial rival, may be of more comparative loss, than positive advantage. But far be such jealousies from the councils of New York: Marked by nature for greatness, and strong in the consciousness of intrinsic strength, she will always feel that nobleness of soul which would rather accelerate than retard her neighbor's prosperity.

The commissioners cannot quit this branch of the subject, without stepping a little out of the road in which they ought strictly to walk, for the purpose of expressing their belief, that the communication long since contemplated, between Lake Champlain and Hudson's River, may easily be effected; and, thus, another of those great avenues be opened, which Providence has so well prepared, that little more is left for the state, than merely to will the possession of wealth and power.

The commissioners have, also, conformably to the powers conferred on them, applied for and obtained grants of land, a schedule whereof is annexed to this report. It would be improper not to acknowledge the liberality of the grantors; but it would be doing injustice to their intelligence, should it be doubted, that a prudent regard to their own interest had its proper share in their determinations. The clear sighted perception of mankind, respecting matters which affect their property, opened to their view the benefits which they must derive from this extensive inland communication. They, as a part, see and feel what the state, as a whole, must acquire by it; and the solidity of their opinion is the less to be questioned, as the light, in coming to their mental vision, has neither been intercepted by the opacity of dull conception, nor refracted by passing through mediums of misrepresentation.

The value of these lands will encrease by every year of approaching settlement, and every avenue of amended access, whether by improving old roads or making new ones. We may, therefore, safely calculate, that in the course of twenty or thirty years, the proceeds of these lands will reimburse to the state no small portion of the expense it may incur by completing the whole line of the proposed canal, and here we must remind gentlemen, of what has frequently occurred to their own reflection, that although twenty or thirty years be a large portion of individual existence, they form but a short period of national duration.

The commissioners have also performed the duty of attempting a loan in Europe, conformably to the terms and within the limits prescribed. They have reason to believe, that their efforts would have been crowned with success, had not the declaration of war been nearly simultaneous with the grant of authority to make a loan. The attempt having failed, no farther measures have been adopted in relation to this object.

The commissioners having thus rapidly recited facts, which it is their duty to communicate, would be wanting to the public interest, did they not notice attempts to excite opposition to the work committed to their charge. They have examined in their preceding reports the reasons advanced by its opposers, and would endeavor to answer other reasons, if any such they could

hear of. In the face of incontrovertible facts the supposed superiority of what is called the natural communication, by Lake Ontario, has been strongly insisted on, and of late the prodigious advantage of carrying on the internal trade of America, through sea-ports of the St. Lawrence, was ostentatiously displayed, to prove, that a canal through the western district of New York is an idle project.

These gentlemen could not indeed deny, that there is some risk in navigating the lake, and some difficulty in descending the river; but neither the risk nor the difficulty, nor both combined, are considered as serious obstacles. To men of such sanguine temper, it is useless to observe, that this communication would be much more expensive than the one contemplated, and that it is closed from November to May by the rigid laws of nature; but what are the laws of nature to gentlemen enamored with their own conceptions. 'Disdaining' to consider the actual state of things; whenever map makers trace a stream, they find a military and commercial highway. Should there be a want of water, it is supplied by their depth of intellect; should the surface be covered with ice, it is thawed by their warmth of imagination. To contend with such men is no easy task, for they make facts as they go along, and reasons they disclaim, insisting that whatsoever they think proper to approve of is sublime; whatsoever they think proper to dislike, is absurd. From these decrees, pronounced with an air of censorial gravity and the contemptuous smile of superior intelligence, they admit of no appeal. Far from imitating them, the commissioners will not have the hardihood to question their sagacity, neither will they, after industriously applying the share of common sense allotted to them by the Divine Goodness, to the object of their appointment, pretend, even on that subject, to vie with gentlemen, whose privilege it is to understand, and whose prerogative to decide, according to the inverse proportion of their knowledge. With all due deference, nevertheless, to such ethereal minds, they are constrained by stubborn habit, to adhere to the opinion of intelligent professional men. And here the commissioners beg leave to remark, that they are much misunderstood, when it is supposed, that they recommend, *exclusively*, a canal descending according to the level of the country like an inclined plane. On the contrary, their project embraces the system of locks as well as the other, and their opinion is, that the operation must be regulated by the nature of the country, taking into view the diminution of expense and the shortening of distance. And they beg leave to call to the recollection of the legislature, the decided opinion of Mr. Wm. Weston, one of the most eminent civil engineers in Europe, who was formerly employed by the Inland Lock Navigation Company of this state, and who is perfectly acquainted with the country. In a letter to one of the commissioners, he says, "Should your *noble* but *stupendous* plan of uniting lake Erie with the Hudson, be carried into effect, you have to fear no *rivalry*. The commerce of the immense extent of country, bordering on the upper lakes, is yours forever, and to such an incalculable amount, as would baffle all conjecture to conceive. Its execution would confer

“immortal honor on the projectors and supporters, and would
 “in its eventual consequences render New York the greatest
 “commercial emporium in the world, with perhaps the excep-
 “tion, at some distant day, of New Orleans, or some other
 “*depot* at the mouth of the majestic Mississippi.—From your
 “perspicuous topographical description, and neat plan and
 “profile of the route of the contemplated canal, I entertain
 “little doubt of the *practicability* of the measure.—Perhaps
 “this is the only question which the legislature should be
 “particularly anxious to have resolved. The *expense*, be it what
 “it may, is no object when compared with the incalculable
 “benefits arising therefrom, though doubtless, it will deserve
 “attention, that the money granted liberally, be wisely and
 “economically expended.”

All which is humbly submitted.

GOUV. MORRIS,
 S. VAN RENSSELAER,
 DE WITT CLINTON,
 SIMEON DE WITT,
 PETER B. PORTER,
 THOMAS EDDY,
 ROBERT FULTON.

SCHEDULE

Of cessions of lands agreed to be made to the people of this
 state, as a free gift for promoting the execution of canal naviga-
 tion from Lake Erie to the Hudson :

	<i>Acres.</i>
Paul Busti, Esq. agent for the Holland Company in behalf of said company, - - - - -	100,632
Le Roy Bayard and W ^{re} Evers, - - - - -	2,500
John Greig, Esq. in behalf of governor Hornby, - - - - -	3,500
Robert Troup, Esq. agent for the heirs of sir William Pulteney, will make a large grant in behalf of the heirs, as soon as his powers as agent of that estate, which have ceased by the death of his constituent, shall be renewed.	

And the commissioners have reason to expect considerable grants from other sources.

As soon as the deeds making those cessions are perfected, copies will be transmitted to the legislature.

THE ADVANTAGES
OF THE
PROPOSED CANAL
FROM LAKE ERIE TO HUDSON'S RIVER,
FULLY ILLUSTRATED IN A CORRESPONDENCE BETWEEN
GOUVERNEUR MORRIS AND ROBERT FULTON, ESQRS.

NEW YORK, FEBRUARY 22D, 1814.

To GOUVERNEUR MORRIS, Esq. President of the Board of Commissioners for the Western Canal.

SIR—Numerous engagements have hitherto prevented my paying that attention to the report of the commissioners which the importance of the subject merits; but that you may have evidence of my desire to give all the aid in my power, to an enterprise so sublime, (for I deem that a sublime national work, which will secure wealth, ease and happiness to millions,) I have transmitted to writing some observations, which, should you consider them of any utility, you will make use of, as you think proper.

In the report of March, 1812, page 9, the commissioners gave calculations on the expense of conveyance by canals, which calculations were drawn from the experience required on canals in England, as to the quantity of work that two horses and three men could do in eight hours; to which adding the wear and tear of the boat and canal, the decay of horses, and interest on the capital expended, in purchasing horses and boats, also the profit on the boat, and the wages, which are higher in this country than in England, it is shewn that the total expense amounts to no more than one cent per ton per mile. As I passed three years at various canals in England, to obtain practical knowledge on the manner of constructing them, and to make myself familiar with their advantages, and was well acquainted with some of the best engineers, I know this calculation to be correct. Hence one cent per ton per mile, is one dollar a ton for 100 miles, while the usual cost of waggoning is one dollar and sixty cents per hundred weight for 100 miles, or thirty-two dollars a ton. It consequently follows, that on a canal, a ton weight could be boated 3200 miles for the sum now paid to waggon it 100 miles; and the persons at 3200 miles from a good sea port, would have all the advantages of trade, or of bringing their produce to market, which those who reside only 100 miles from market now enjoy, provided the canal were toll free.

Therefore, as cheapness of transport, united to safety and certainty, are the great objects of all public improvement, in canals, rail ways and roads, the one cent per ton per mile is the most powerful argument in favor of canals, and must ever be present in the mind of the political economist, in all his reflections and reasonings on the advantages of such works. From this one cent per ton per mile, I will draw some interesting calculations on the present price of freight in sloops on Hudson's

river, between New York and Albany, and shew that it could be done much cheaper by a canal; the proof of them will be conclusive, that if a canal can give advantages superior to sloop navigation on Hudson's river, which is one of the most rectilinear and best in the world, the benefits to be derived from the one contemplated must be vastly superior to every kind of road, river or lake communication from Lake Erie to Hudson's river.

The usual price of freight from Albany to New York, is,

For a barrel of flour, from	-	-	-	-	-	2s. to 2s. 6d.
Do. do. pot-ashes,	-	-	-	-	-	3
Do. do. pork,	-	-	-	-	-	3

To avoid errors, I will state the average charge at 2s. 6d. the barrel, and allow ten barrels to one ton weight.* Thus a canal boat of fifty tons, would carry five hundred barrels, which at ten dollars a day in expense, and twenty miles in speed, would arrive from Albany in eight days for eighty dollars, and as stated in the report referred to, would amount to one cent per ton per mile, or one hundred and sixty cents for ten barrels from Albany to New York; equal sixteen cents a barrel, instead of thirty paid to sloops, thereby producing a saving of fourteen cents a barrel, or one hundred and forty cents a ton.

It is now to be seen what this economy would amount to on the whole number of tons carried on Hudson's river in one season. From the returns of the custom-house, I find that 400 sloops or vessels of every description are employed, averaging 60 tons burthen; those that trade to Albany make 11 trips up and 11 trips down, in a season; those that trade to Newburgh, Poughkeepsie, and other landings, make more voyages, and hence the whole may be averaged at equal twenty-one trips between New York and Albany, each sixty tons a trip, would amount to one thousand two hundred and sixty tons a year, and the four hundred vessels would carry five hundred and four thousand tons of every kind of material; but as they return from New York not more than half loaded, I will estimate the average trips at forty-five tons, or a total freight of thirty-nine thousand three hundred tons, on which the economy of one hundred and forty cents a ton, gives five hundred and fifty thousand two hundred dollars in favor of the canal; which is interest at ten per cent. for five millions five hundred and two thousand dollars, equal thirty-four thousand three hundred and twenty-seven dollars a mile for constructing the canal, a sum more than sufficient for that purpose.

If it be admitted that the four hundred sloops cost on an average three thousand dollars, their capital is one million two hundred thousand dollars, on which the wear and tear, at fifteen per cent. is one hundred and eighty thousand dollars a year.

A canal boat of fifty tons, can make a trip to and from Albany in twenty-four days, allowing time to load and unload; in which time she would transport seventy-five tons, allowing only one half for return cargo; she could make eleven such trips in a season, carrying eight hundred and twenty-five tons; and four hundred and seventy-seven boats would be adequate to

* Pot-ash and beef barrels weigh more than flour, but cotton bags and bales of dry goods weigh less; for equal bulk, the flour barrel is a fair average.

the transport of the three thousand ninety-three tons before estimated for the sloops, each canal boat would cost five hundred dollars, and the total number two hundred and thirty-eight thousand five hundred dollars, instead of one million two hundred thousand dollars, the expense of the sloops. On the canal boats, the wear and tear would not be more than ten per cent. because there are no sails or cordage. These annual repairs would therefore be twenty-three thousand eight hundred and fifty dollars, instead of one hundred and eighty thousand dollars, the repair of the sloops; giving an economy of one hundred and fifty-six thousand one hundred and fifty dollars a year on wear and tear only; the other great expense of sloops or river craft over that of canal boats, is in wages. Sloops which cost from three to five thousand dollars, require men of some capital to build them, who expect at least twenty per cent. per annum on their first cost, or, on the one million two hundred thousand dollars, two hundred and forty thousand dollars. A river vessel must also have a captain and pilot of some talents and consideration, with pay superior to canal boatmen. The river craft must have more hands to do the like quantity of work, hence the four hundred captains, averaging a pay of five hundred dollars each per annum, which is one hundred and twenty dollars more than received by canal boatmen, is, per annum,

	\$48,000
The superior number of hands to the sloops, may be estimated at one to each sloop, whose wages, three hundred and sixty-five dollars a year, is* - - - -	146,000
	<hr/> 194,000
Economy of interest on capital, as before stated, -	156,150
Interest to the owners of the sloops on the capital advanced at twenty per cent. - - - - -	240,000
	<hr/> \$590,150

This result approaches the advantages in favor of the canal as before stated.

That the owners of water craft must have this twenty per cent. on their capital is obvious; for if an old stone sloop cost six hundred dollars, and has but two men and a boy, twenty per cent. would be but

Admitting the captain's wages to be superior, captains having more, - - - - -	\$120
Pilot, - - - - -	400
Boy, - - - - -	300
Boy, - - - - -	200
Wear on the sloop at fifteen per cent. - - - - -	90

Total, \$1110

for the maintenance of 3 persons and their families, also interest on the capital, and the wear of the sloop.

But if the present population gives this important trade to 160 miles of sloop navigation, may we not look forward with perfect confidence to that of the next twenty years for producing a trade which, if required, will pay ample interest on the capital to be expended in executing the canal.

* Although the sloops are worked only eight months, the earnings should be such as to maintain the man for a year.

Had it pleased the Author of the Universe to have drawn Hudson's river from lake Erie, a calm and gentle stream of 10 feet water, the reflecting mind would contemplate with gratitude the Divine munificence ; and he who feels, that 160 miles of navigation on Hudson's river, is a blessing to this state, would compare the successive range of extended benefits and draw exact estimates of national wealth from 160 miles of easy communication to the western extremity of Lake Superior.

For if Hudson's river, collecting freight from its surrounding country, and an interior not more distant than Cayuga or Ontario, now bears on its waters near 400,000 tons per annum, where shall the mind be arrested ; on what number of tons shall it dwell ? when coming from the population of the next 20 years, and the countries which surround Lakes Superior, Michigan, Huron and Erie, and a canal of 300 miles through a fertile country ? Compared with the trade now on Hudson's river, it cannot be less than a million of tons each year : *And for the following reasons* : Where the canal unites to the Hudson's river, the man who lives 10 miles from the river and 10 from the canal, will, when he has his produce in a waggon, go direct to the river ; but he who lives 30 miles from the river and 5 from the canal, will carry it to the canal ; and he who lives 50 miles from the river, will go 30 to the canal ; he who lives 300 miles from the river, will waggon his produce 100 miles to the canal ; thus the canal would draw in the trade of a country forming a triangle, with a base line 200 miles long, and from thence to the apex 300 miles, equal a range of country 300 miles long, 100 miles wide, or 30,000 square miles.

Equal,	Acres,	19,200,000
Lake Erie will draw in the trade for 100 miles round its margin ; Huron and Michigan from a like distance, Lake Superior from 150 miles, all of which may be estimated at		30,000,000
Total,	Acres,	49,200,000

A quantity, if I recollect right, not far short of the whole of England, (Arthur Young states, England, Ireland and Scotland contain 90 millions of acres.)

The population of England is about one soul to 6 acres, and there can be no doubt that the time will come when the population in the countries here indicated will be 1 to 10 acres, or 4,920,000 persons ; a number equal to half the population of England, whose industry and necessities must cause more than 1 million of tons to move through the canal in a season ; which million of tons, carried at so low a rate as to enable every thing useful to come to market, would also produce abundant interest on the capital expended ; for at one cent a ton per mile in expences, the transport on 300 miles of canal, would

Cost,	\$3 00
And from Albany to New York,	2 50
Total,	\$5 50

Or 55 cents a barrel ; if then 50 cents for toll were charged on each barrel, or 25 cents a hundred on merchandise and other materials for passing through the canal, still the barrel or 200 weight would arrive at New York for 1 dollar 50 cents ; which 50 cents toll or 5 dollars a ton, would, on one million of tons, give 5 millions of dollars a year, or 50 per cent for 10 millions to make the canal ; admitting that from Lake Superior to the commencement of the canal at lake Erie, the expence should be 1 dollar a barrel, it would arrive at New York, from that distant region, 1,600 miles, for two dollars ; the price which it now costs to waggon a barrel of flour about 130 miles, at which distance the expence of coming to market checks agriculture and the improvement of the country ; therefore this canal and passage through Lake Erie into Lake Superior will ever be cheaper than transport on our much admired river Mississippi, even when she shall have the advantage of steamboats. For from Louisville to New Orleans, a distance of 1,545 miles, the freight is 1 dollar 50 cents a barrel, but to come up from New Orleans to Louisville, it is four and a half dollars a hundred weight, or 9 dollars a barrel.

Hence this great work would, as a lucrative speculation for a company of subscribers, be superior to any banking association or incorporated body now known, and in every point of view is worthy of this great state ; by drawing forth its resources and those of other states into and through this state ; as a source of abundant revenue obtained by the economy of labor, and consequently a clear gain to the state, as a means of strength by consolidating population, and as an immense object of real glory, a vast and noble example to our sister states. Such are the conquests worthy of a great and enlightened people, conquests as lasting as the waters that nourish them, and of which we could never be deprived.

All that is left honorable to the fame of Louis XIVth is the canal of Languedoc and his public highways ; his military conquests were lost before he died ; his canal and roads alone remain blessings to France.

Not more than 40 years ago, the duke of Bridgewater, regardless of public prejudice, constructed the first canal in England, in length about 30 miles ; it gave him immortality and 130,000 dollars a year ; his success and good example have been the cause of many hundred miles being since executed in various parts of the kingdom, on which the easy conveyance of the ponderous articles of agriculture, manufactures and commerce, has greatly promoted the improvements of that country, and added to her wealth and power.

It is a curious fact, that this canal runs nearly parallel to the river Mersey, the former channel of communication from Manchester to Liverpool ; it was, therefore, thought absurd to contend that a canal should rival river navigation ; as some persons now believe it visionary to cut a canal any where bordering on our lakes ; but the river Mersey, like our lakes, was an imperfect navigation, embarrassed by uncertainty and risque ; the canal was without risque and certainty to deliver

the goods at a given place in the appointed time; it therefore drew the trade from the river and left it a deserted stream. In fact, that a communication may be perfect, the trade must pass with equal ease each way; it must not be subject to the impediments of calms or contrary winds on the lakes; or what is worse, to *freshets*, *floods* or *shoals*, which are common to fresh water rivers.

But seeing our vast lakes and rivers, there is nothing more natural, than to associate the idea of navigation with them, and lead the mind on through locks to Ontario, and along the St. Lawrence to Quebec; but the best of all practice, the practice of English and Dutch canals, have proved how vastly inferior such communications are to the one contemplated; and the calculations which I here submit, will, I hope, make it clear to every unbiassed mind; but were the conveyance by the lakes and St. Lawrence more perfect than it ever can be, and Canada ours, it could never be good policy in New York, to let so immense a trade go by that course, to the infinite injury of this state. I have shewn, and I hope clearly, that were the intended canal to cost ten millions of dollars, it would, in a few years, produce five millions a year; but say 3 millions, then it would pay its capital in less than four years, and give a revenue to this state without a tax, of from three to five millions a year, with which income this state might proceed with other and greater improvements to its own glory, and incalculable benefit. A canal is in reality, like a great labor-saving machine in the possession of a prudent and skilful manufacturer; the œconomy and profits of which are applied to extending his works and increasing his capital. Here the state is proprietor, and possesses the capital to execute the work, which, I do not hesitate to say, would be an inexhaustible mine of wealth, that in a few years would give to this state the most refined order of public improvement; for if my calculations be correct, and I challenge any one to confute them, on principles of increasing population and industry; the canal yielding five millions a year, would, in twenty years, give one hundred millions, to be expended in other canals, bridges, roads and improvements; what could be done with one hundred millions of dollars? All reflecting men can conceive and calculate.

By this statement you will perceive, that I am not for a canal free of toll; my reason is, that the whole inhabitants of the state being responsible for the necessary funds to construct it, or the interest thereon, they who benefit by the canal should pay such toll as will return the interest; and not only so, but they should pay at least as much toll as I have stated, which still leaves them an immense advantage in coming to market, yet produces an ample fund for other improvements. It is therefore, I think, evident, that if a reasonable toll can produce an annual income which in time will improve the whole state, it is the interest of the whole state that the canal should be made and the toll laid.

My estimate of 1 million of tons a year is for 9 months equal 3703 tons a day, or 74 boats a day, to pass the locks at 12

minutes for each boat, will require from 14 to 15 hours, or a double range of locks. On this subject, and the manner of executing the canal, I will perhaps, at a future day, trouble you with another letter.

I am, sir, respectfully,
Your most obedient,

ROBERT FULTON.

MORRISANIA, March 3, 1814.

SIR—I have this moment received your letter of the 22d of last month, which I consider as so valuable, that I shall transmit a copy to Albany, that it may be communicated to members of the legislature, without stopping to examine minutely your calculations, in the persuasion that they are substantially correct; moreover, the basis being established, the only difference as to results must be about the more or less, while the least is sufficient for your general conclusion.—You shew that this canal will be, to the state, a mine more valuable than those of Potosi to Spain. I have never ventured to develop what my judgment contemplated from this measure, because I had learnt, from experience, that results of a certain magnitude, even when bottomed on mathematical demonstration, are treated as light and fanciful by those who measure the whole world with the limited standard of their own comprehension. The benefits to result from canals, which may at a trifling comparative expence be made through different parts of the state of New York, were a subject of my serious meditation, many years before I ventured to disclose them; and even then, the project was treated more like the dream of a schemer, than the matured reflection of a sound mind.

The money produced which you exhibit is not the greatest advantage which I have been led to expect. Improvements assist each other, and contributing to mutual advancement, tend to general perfection. The great vivifying principle, on which a thousand astonishing consequences depend, is this, that whatever saves labor rewards labor. And permit me to remark on this occasion, and in this place, that among the wonderful effects which a full developement of this principle has produced in Great Britain, it is not the least that after twenty years of war expence, at the beginning of which many who are considered as models of political wisdom declared her to be on the verge of bankruptcy, after the proud and generous defiance of a world in arms to rescue a world in chains, she gives this year between forty and fifty million of dollars to the continental powers, who, though they have long enjoyed the continental system devised for her ruin, are unable to defend themselves without the aid of her treasure.

I say it is the great vivifying principle on which that nation's wealth and power depend, that every thing which saves labor rewards labor. By diminishing its money-price, it occasions a new diminution, each effect becoming a cause, so that each is a step in the ladder by which she ascended to the pinnacle of prosperity. I say the money price to distinguish it from the

real price: for money is but an instrument of transfer in the bank accounts of political economy. The pecuniary stipend of a laboring man represents his house rent, fuel, food and raiment. In proportion then, as those articles which form the real stipend are reduced to their money price, his labor can bear a similar reduction.—But, causes preceding effects, every such reduction contributes, in the first instance, to his ease and comfort; and only affects, consequentially, the price of his labor, by the competition of his brethren. Thus, the canal which brings fuel from one quarter, food from another, the national accumulation of wealth which, lowering the rate of interest, lessens the rent of houses, built more cheaply also from materials more cheaply collected by workmen more cheaply paid, the labor saving machines which supply cheaper clothes and tools from raw materials brought by canals, more cheaply to the manufactories, all these causes working together make the Englishman's shilling nearly equal to the American's dollar: enabling him therefore, to sell for a shilling, what, by the high price of labor consequent on the manner and expence of living, is not made here for less than five such shillings or one of our dollars. Now it is self evident that in a general competition for any one article, they will get most of it who will give most for it. It follows therefore, that those who will give the most for money, in other words those who will sell cheapest, will have the most money.

In relinquishing the large revenue of which the canal will undoubtedly be susceptible, I contemplated two objects distinct though connected. First, that the more cheap shall be the transportation the more extensive will be the theatre of its operation; and secondly, that the greater shall be the mass of the products which it brings down, the greater will be the commercial interchange of returning merchandize, and the greater the encouragement to manufacturers by the encreased cheapness and comfort of living, together with the cheapness and abundance of raw materials. It is here that I look for ample compensation to those parts of the state which seem to be less interested than our western district, but which are far more interested than they seem. You, whose mind has long been turned to the contemplation of such objects, you will not be surprised when I tell you that I believe the effect of our proposed canal, will make the shores of the Hudson's river, in fifty years, almost a continued village. Compare the country from Albany to Waterford, with what it was in 1785. Look also at the effects already produced by your steam boats.

But it is needless to discuss now the best mode of managing that great concern. You shew that it may be made to produce a vast revenue, while conferring inestimable benefit on our neighbors. This is sufficient. If afterwards it appears that lowering the toll and thereby encreasing and extending that benefit, would be still more advantageous, the legislature will act accordingly.

I am, Sir, your obedient servant,

GOUVERNEUR MORRIS.

AVE
DUR